## THE PENNSYLVANIA RAILROAD COMPANY. General Office, Broad Street Station.

PHILADELPHIA, 28th February, 1906. The Board of Directors submit herewith to the Stockholders of The Pennsylvania Railroad Company a synopsis of their Annual Report for the year 1905:-Operating expenses..... 98,890,410 28 Net operating earnings of The Pennsylvania Rathroad Company...... \$32,968,771 81 To which add: Interest from investments...... \$10,285,989 05 Interest on bonded debt. 5,489,946 90
Interest on mortgages and ground rents, interest on car trusts, taxes, &c..... 4,629,281 48 \_\_\_ 14.803,172 61 

Payments account Sinking and Trust Funds and principal of Car Received from Trustees of Consolidated Mortgage Sinking Fund, &c... \$7,500,000 00 Deduct amount applied toward construction of New York Deduct discount on Convertible Bonds...... 2,500,000 00 - \$7,500,000 00

GENERAL BALANCE SHEET. (Condensed.)

December 31st. 1905. ASSETS.
Cost of road, equipment, and real estate \$232,513,519 22
Cost of securities owned 239,566,659 26 Securitles received with the lease of the U. N. J. R. R. and C. Co. CURRENT ASSETS. Due from controlled companies for adcompanies for advances for construction and other purposes \$30,681,487 80 Due from agents \$411,472 18 Bills receivable and miscellaneous assets 19,773,756 29 Materials 9,015,464 79 Cash 20,734,301 11 Pay rolls, vouchers and net traffic balances.\$20,037,747 67 net traffic balances, \$20,037,747 67 Due controlled com-panies other than traffic balances... 16,276,032 47 Due Saving Fund. Relief Fund and Renef Fund and Insurance Fund... Interest a c c r ued, matured and uncol-lected, and divi-dends uncollected... Miscellaneous liabil-ities 94,616,482 17 Sinking Funds, Trust Fund and In-7,030,703 43

FUNDED DEBT.

The amount of funded debt, including mortgages, real estate, and ground rents, December 31st, 1905, was \$191.852.447.49, being an increase of \$74,670,-

The amount of Consolidated Mortgage Bonds shows a reduction of \$27,414,220, due to the fact that \$28,000 of the bonds maturing May 1st, 1943. were retired under the Sinking Fund provisions of the Mortgage, and that, of the \$27,480,020 of Bonds heretofore issued under said Mortgage and which matured June 15th and July 1st, 1905, \$27,386,220 had been presented for payment up to December 31st, leaving \$93,800 outstanding. The funds necessary for the payment of the Consolidated Mortgage Bonds were obtained from the proceeds of the Convertible Bonds heretofore authorized by the Share

Under the authority referred to an issue was made of one hundred million dollars of these securities, under date of October 2d, 1905, bearing interest at 314 per cent., maturing in ten years, and convertible at any time after December 1, 1905 into capital stock at the rate of \$75 per share. They are subject to redemption at par on December 1st. 1910, or at any subsequent interest period on ninety days' notice, but when called may be date named for redemption. Of these bonds \$5.500 had been so converted up to December 31st, 1905, leaving outstanding \$99,994,500. Conversions were also made of \$212,500 of the ten-year 31/2 per cent. convertible bonds issued November 1st, 1902, the

amount outstanding being \$20,480,000. There also appear on the Balance Sheet as a result of the absorption of the Pittsburgh, Virginia and Charleston Railway the \$6,000,000 of Bonds

theretofore issued by that Company.

In consequence of the maturity of the Consolidated Mortgage Bonds already referred to, there was a reduction in the amount to be set apart out of the net income for the redemption of the outstanding bonds secured by that mortgage, to \$126,-

5,328,386 29 Sinking Funds and Trust Fund .... Total ..... \$577,070,825 33 Total ..... \$577,070,825 33 payment of the bonds maturing June and July 1905. amounting to \$8,089,746.76 were turned over to your treasury, and appear on the Balance Sheet. Against the credit and Profit and Loss resulting therefrom, were charged the discount on the Con-vertible Bonds not taken by the Shareho'ders under the option given them in March last, and which were subsequently sold in the open market, viz.. \$2,500,000, and also the sum of \$5,000,000, which was appropriated toward the cost of your terminal passenger station in New York, the balance being applied in reduction of the value of se

703.412 56

1.584.712 59

LIABILITIES.

191.852.447 49

3.283.461 25

sylvania Raiiway and other subsidiary companies. SECURITIES OF OTHER CORPORATIONS. The entire cost of the securities of other cor-porations held by your Company December 31st, 1905. was \$236,604,457.15, and the direct revenue received therefrom during the year was \$10,018,-026.32, being nearly 414 per cent, upon the cost

curities and outstanding accounts, and against ad-

vances made to the Western New York and Penn-

It will be noted that your holdings of Pennsylvania Company stock show an increase of \$20,-000,000, it having been deemed advisable to broaden the stock basis of that Company, in order to enable it to provide the betterments and imfic of your western system.

CAR TRUSTS. There were no Car Trust securities issued during

The total number of Car Trust cars now in serv ice is 54.963, and the Car Trust certificates out standing December 31st, 1905, aggregate \$33,-100,000. TRAFFIC.

The number of tons of freight moved on the four grand divisions east of Pittsburgh and Eric in 1905 was 157,003,767, an increase of 23,537,342, or 17.64 per cent.; the number of passengers was 55,781,-800, an increase of 4,018,439, or 7.76 per cent.

The other Railroad Companies east of Pittsburgh and Erie in which your Company is interested Trustees of the Sinking Fund, for investment un- show satisfactory results. Detailed statements of der the terms of the mortgage. There were \$1.- their operations will be found in their respective 865,462.75 in securities and cash in the fund at the annual reports, as well as in the full report of

|  | GH.  |                                 |
|--|--|---------------------------------|
| PENNSYLVANIA COMPANY.  |  |                                 |
| Gross earnings of all lines directly operated.   |  | 29,038,787 8                    |
| Net earnings from operation  |  | \$11,557,651 7:<br>1,970,195 4: |
| Net operating earnings.  Dividends and interest received from investments  |  | \$9,587,456 2<br>6,756,003 2    |
| Gross income   | t car troat                                | \$16,343,459 5                  |
| cars, &c   |  | 10,289,028 10                   |
| Net income   |  | \$6,054,431 4                   |
| Payment of 1334 Pennsylvania Company 3½ per cent. Gold Loan Certificates of 1901. Contributions to Sinking Fund Guaranteed Trust Certificates, Series "A." "B." and "C." Contributions to Sinking Fund for redemption of Third Mortgage Bonds of Pittsburgh, Fort Wayne and Chicago Ry. Co | 177,163 75<br>145,000 00                   | 3,656,163 72                    |
|  |  |                                 |
| Deduct amount transferred to Extraordinary Expenditure Fund  |  | \$2,398,267 66<br>2,000,000 0   |
| Balance transferred to credit of Profit and Loss.  Amount to credit of Profit and Loss, December 31st, 1964 \$6,716,136 90  Amount charged off in reduction of value of securities and adjustment  |  | \$398,267 6                     |
| Amount to credit of Front and Loss, December 31st, 1904<br>Amount charged off in reduction of value of securities and adjustment<br>of sundry old accounts.  | 234,610 47                                 | 6,481,526 43                    |
| Salance to credit of Profit and Loss, December 31st, 1905  |  | \$6,879,794 0                   |
| PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAIL   | WAY COMPA                                  | NY                              |
| ross earnings of all lines directly operated.  |  | \$31,417,095 4<br>23,519,385 8  |
| Set earnings from operation  |  |                                 |
| Net operating earnings   |  | \$7,332,456 2                   |
| To which add: Dividends and interest from investments. Interest, general account. Miscellaneous income   |  | 220,503 0                       |
| Gross Income   |  | \$7,552,959 3                   |
| Fixed rental of leased roads.  Rental paid for use of tracks and road of other companies  Interest on funded debt.  Proportion of payments on account of Car Trust cars, including inter-  | \$702,621 50<br>137,482 84<br>2,344,754 31 |                                 |
| est and expenses   | 783,033 23<br>10,868 28                    | 60                              |
|  |  | 3,978,760 1                     |
| Net income.  The following amounts have been deducted, viz:— Contribution to Sinking Fund for consolidated mortgage bonds  Amount of net earnings applicable to and declared as dividends:  Four per cent. on preferred stock  | \$455,400 00                               | \$3,574,199 2                   |
|  | 1,841,596 00                               | 2,296,996 0                     |
| Deduct Extraordinary Expenditures in revising grades and alignment as  | d other out                                | \$1,277,203 2                   |
| lay not properly chargeable to capital account   | other out-                                 | 1,000,000 0                     |
| Salance transferred to credit of Profit and Loss   | \$3,759,925 27<br>255,467 13               | \$277,203 2                     |
|  |  | 3,504,458 1                     |
| Balance to credit of Profit and Loss, December 31st, 1905  |  | \$3,781,661 8                   |
| VANDALIA RAILROAD COMPANY.   |  | \$7,845,222 5                   |
| Operating expenses   |  | \$1,695,168 5                   |
| Dividends and interest received from investments   |  | 34,271 2                        |

For the purpose of rectains, an arrived indebtedness of the St. Louis, Vandalia and Terre Heute and Logansport Railway Companies, constituent organisations of the Consolidated Vandalia Railroad Company, and for other corporate purposes, an issue was made by

Pittsburgh Railroad Company, under date of November 1st, 1905, your Company has arranged to provide the Sinking Fund installments required by the General Mortgage of that Company, of July 1, 1890, the Eric and Pittsburgh Railroad Company agreeing to deliver from time to time its three and one-half per cent debentures at par to the amount of such advances, and upon the final payment of the outstanding General Mort-gage bonds to exchange new Mortgage Bonds to be issued in lieu thereof, par for par, for the

Shareholders of the two Companies, the Pittsburgh, Youngstown and Ashtabula and the New Castle and Beaver Valley Railroad Companies have been consolidated into the Pittsburgh, Youngstown and Ashtabula Railway Company, taking effect as of January 1, 1906. This consolidation merges into one ownership the lines leading from Kenwood, Homewood and Alliance Junction on the Pittsburgh, Fort Wayne and Chicago Railway to Ashtabula on Lake Erie and insures an economical and harmonious administration of the property.

### CAPITAL EXPENDITURES

The amount of Capital Expenditures during the year on the Lines west of Pittsburgh for con-struction, equipment and real estate was \$10,005,-

924.75. Further large expenditures were made upon the Pittsburgh, Fort Wayne and Chicago Railway in the elevation and depression of tracks to avoid grade crossings in the cities of Chicago and Allegheny, in the construction of third, fourth and fifth tracks and of sidings at various points, and in the extension and improvement of terminal

yards. A liberal outlay was also required for double tracking, yards, docks and other terminal facilities on the Cleveland and Pittsburgh, Pittsburgh, Youngstown and Ashtabula, and other lines in your Northwestern System. On the Southwestern System the same policy was pursued in regard to the track elevation in Chicago, the further extension of second track between Columbus and Indianapolis, the construction of other additional mais tracks and sidings, and the improvement of yards at terminal points. There was also a considerable increase in the

ocomotive and car equipment on both systems. TRAFFIC

The number of tons of freight moved on the lines west of Pittsburgh was 132,220,018, an increase of 20,603,664. The number of passengers ortied was 28,341,119, an increase of 469,867. The gross earnings of all lines east and west of Pittsburgh for the year 1905 were \$266,069. 597.76; operating expenses, \$192,100,348.42, and net earnings, \$73,969,249.34, an increase in gross earnings, compared with 1904, of \$28,853,177.63, and an increase in net earnings of \$8,266,289.37. There were 333,011,237 tons of freight moved, be-

### GENERAL REMARKS

ing an increase of 48,191,297 tons, and 126,084,223

passengers carried, an increase of 5.668,005.

The tonnage shows an exceptional increase both n volume and mileage over that of 1904, the traffic for the year being much the heaviest in the history of the Company, and by reason of the liberal expenditures recently made in the construction of relief lines and large terminal yards and the substantial additions made to your motive power, the movement thereof has been materially improved. The gross earnings of the lines-East of P:ttsburgh and Erie show a large gain, and the prosperous conditions prevailing in the country are reflected throughout the entire system.

There was a slight reduction in the average rate, and also in the net earnings per ton per mile, but owing to the volume of traffic carried, there was a large gain in the freight revenue. There was an acrease in the expenses in all departments and notably in that of Maintenance of Equipment, due to the outlays necessary to keep your motive power and equipment up to the requirements of the traffic. It will be seen, however, that after meeting all liabilities and paying the regular dividend of six per cent., the surplus income was sufficient to provide for the installments due on the principal of the outstanding Car Trusts, \$3,-240,238.43, and for \$8,424,881.37 the Extraordinary Expenditure for the year.

The heaviest outlay during the past year was

upon the low grade freight line from York Haven to Glenloch. The work was prosecuted vigorously, and the sections between York Haven and Colum bla and between Atglen and Parkesburg are now in service. Between Columbia and Atglen and be-tween Thorndale and Glenloch the grading is rapidly approaching completion, and the entire

road will be finished in the early Spring. Additional expenditures have also been made upon the yards operated at Enola in connection with this line, and facilities provided at Thorndale and Denholm on the Philadelphia and Middle Divisions, through which four freight trains in each direction can be coaled and watered at the same time, and the delays avoided that now result from trains having to follow each other at intervals and wait while those ahead are being

The yards at Harrisburg, Tyrone, Altoona, Pitcairn and Pittsburgh have been further extended, the eastbound classification yard at Hollidaysburg enlarged, and provision made for an extensive westbound yard at the same point, for the classidection of coal cars to be distributed over the Pittsburgh Division. At the Morrisville terminus of the Trenton Cut-off liberal yard facilities are also being furnished for the accommodation of the traffic passing over the New York Division. At Broad Street Station, Philadelphia, the ex-

press station has been rebuilt, and the widening out and lengthening of the tracks on the South side is under way. At East Liberty, Pittsburgh, a new passenger station is being erected, which will furnish adequate accommodation for the large travel at that

point. The elevated road on Duquesne Way and the car-load delivery yard have been completed and the freight houses are under construction.

On the Pittsburgh Division the four-track system has been finally completed between Bolivar and Blairsville Intersection, and work is being pushed between Beatty and Donohoe, and on the revised line between Beatty and Southwest Junction. The second track on the Western Pennsylvania Division between Tunnelton and Saltsburg has been completed. A jump-over has also been constructed at Ehrenfeld to prevent interference by the South Fork coal traffic with the Main Line movement. On the Middle Division, the four-track system on the Canal line at Newport has been put in serv-

the Juniata on the new four-track line between Granville and Mayes. On the Philadelphia Division, the elevation above high water of the tracks along the Susquehanna River between White House Road and Harrisburg

ice, and the stone arch bridges constructed over

has been completed. One of the most important matters which received attention during the past year was the pro-viding of a sufficient water supply for present and ceived attention during the past year was the providing of a sufficient water supply for present and future needs. Owing to the largely increased demand arising from the growth of the traffic, the former sources of supply had become inadequate, and on the lines traversing the coal districts the quality of the water was rapidly becoming unit for locometrive use. Arrangements have now been made, through contracts with companies organized and owned by your Company, to secure an adequate supply of good water at all points on your Main Line between Pittsburgh and New York, and also on the more important branches, and for the construction of the reservoirs and the piping of the water to your lines, whence it will be distibuted along the right-of-way to the necessary points. The cost of this undertaking will be large, but it will be of incalculable value, while the difficulty in obtaining water in sufficient quantity and of good quality shows that this step could not have COST OF ROAD:

Reight of provided the provided demand arising from the largely increased demand arising from the general scheme of construction of the general scheme of construction of the general scheme of construction.

Large expenditures were also necessary upon the Philadelphia. Beltimore and Washington, Northern Central. Long Island, and West Jersey and Seashore Railway systems, in the elimination of grade crossings, construction of additional tracks, erection of stations and other terminal facilities, improvement of bridges, electrification of lines, and the increase of motive power and equipment. On the West Jersey and Seashore Railway systems, in the elimination of stations and scentrification of lines, and the increase of motive power and equipment. On the West Jersey and Seashore Railway spect

\$985,465 78

COST OF ROAD: Being expenditure on Low Grade Freight line from York Haven to Gien-loch, on Pitcairn, Enola, Hollidaysburg, Morrisville and other yards, Duquesne Way Elevated road, extension of four track system on Main Line, shops, stations, and other facilities. \$18,151,688 23 Cost of Pittsburgh, Virginia and Charleston Rallway, absorbed April 1st, 1905. 11,618,019 93

EQUIPMENT:

been longer dalayed. It is proposed to obtain the funds for this outlay by an issue of special securi-ties maturing at short periods, and as there will

On the United Railroads of New Jersey Divis the principal items of outlay, outside of the Greenville Yard, were in the improvement of your pier and yard facilities at New York and Hard-

The improvement of the Greenville Yard was further continued, and a large sum expended in filling, dredging the channel, construction of light-

increase your motive power in order to meet the exceptional demands of your traffic. Substantial additions were made to your passenger equipment, and arrangements concluded for the building of a large number of standard freight cars, to replace equipment of small capacity no longer adapted to the exigencies of your service. It was deemed wise to make these replacements at once, instead of distributing them over a period of years. And while the equipment absolutely owned by your Company will show a temporary decrease until the maturity of the Car Trusts under which the standard equipment is built, the number of cars available for service is not diminished, while the connage capacity is largely increased. Contracts have also been let covering the addition of twenty thousand cars to the freight equipment of your system, under the usual car trust arrangements. The aggregate expenditures for construction, equipment, and real estate during the year upon our main line between New York and Pittsburgh, including \$3,514,238.43 paid on account of the principal of Car Trusts, were \$38,797,057.97 of which \$27,122,938.17 was charged to Capital

the year. The outlay upon your branch and auxiliary lines operated as a part of the four Grand Divisions East of Pittsburgh and Erie, amounted to \$4,429,102.37, and the funds therefor were supplied by the respective Companies making the improvements, out of surplus income or from other

On the latter lines the largest expenditure was upon the Cambria and Clearfield, Cherry Tree and Dixonville, Western New York and Pennsylvania, and Allegheny Valley Railways. The main items upon the first named road were the construction of the Barnesboro tunnel for second track, and the improvements to the line betwee Amstry and Irvona to accommodate the business of the New York Central lines. The outlay on the Cherry Tree and Dixonville road was in the construction of track sidings and branches necessary to provide for the joint business handled by your own and the New York Central interests, in accordance with existing contracts. The construction of a branch is now under way from West Brownsville Junction up the valley of the Monongahela, distance of 41/2 miles, where it will connect with the Pennsylvania, Monongahela and Southern Rail-road, which is being built to further develop the Monongahela Valley.

On the Western New York and Pennsylvania Railway the principal expenditure was upon yards and shops at Olean, on the canal and dock facilities at South Buffalo, on the Ebenezer Yard and on right of way and real estate. On the Allegheny Valley Railway the outlay was mainly on he second track from Rimerton to Phillipston, the Coleman, Philipston and Cochran yards and on sidings, right of way and real estate.

The expenditures for the current year will include the extension of the four-track system on the Middle and Pittsburgh Divisions and the necessary revision of the alignment and grades connected therewith. This work, which is being pushed as rapidly as practicable, will complete the four tracks between New York and Pittsburgh with the rapidly as practicable, will complete the four tracks between New York and Pittsburgh with the exception of two three-track sections, one of seven miles between Spruce Creek and Tyrone Forge, and one of three and one-half miles immediately east of Conemaugh. This will, however, not obviate the necessity for the construction of additional relief lines for the Pittsburgh and New York Divisions. As already stated, the low-grade freight line between York Haven and Ghenloch will be placed in service in a few months, and will then furnish an entirely independent route, with maximum grades of three-tenths per cent against the eastbound traffic between Marysville and Morrisville, a distance of 137 miles. Another double-track relief line is in operation between the eastern end of the Allegheny mountain tunnels and Petersburg, on the Middle Division, a distance of forty-seven miles. Petersburg, on the Middle Division, a distance of forty-seven miles. These two lines will amply provide not only for the prompt movement of the present traffic between the points named, but for a large increase; but it will be necessary to proceed at once with the construction of an additional relight line about fitty miles long, between Morrisville and Newark, and of one between Glenloch and Philadelphia about twenty miles in length, and also to relieve the Pittsburgh Division by building an independent line between Pitcairn and Blairsville, forty-three miles, and between Johnstown and Altoona, thirty-nine miles. Whether the latter lines should be for passenger or freight service is a question that is now being carefully studied; but whether for passenger or freight, it is deemed best, from an operating standpoint, that the relief lines shall be entirely independent rather than that two additional tracks shall be lad along-side of an existing four-track railroad. The necessity for the prompt construction of these relief lines will be apparent when it is stated that the Alleghery mount sent of relight cars over the Aldeghery mount sent of relight cars over the Aldeghery mount sent of the process of the Alleghery mount of the prompt construction of the prompt ones in the castern slope, and becember, 1905, and January 1906, was 5,000 cars, with a maximum movement of twenty-eight hours of 6,974 cars; that there is a daily average passenger movement of twenty-eight than a self-ship occomotives on the castern and one on the western slope, and that on the castern slope passenger trains also must have an assisting locomotives in the castern slope and train units passing over the eastern slope during the months named, including assisting locomotives when descending without trains, but not counting them and sent provision that should be made for the future, that the increase in the tonage of your line between New York and Pittsburgh during the last the years was 40 per cent, and in the ton mileage 32 per cent.

With the

meer the provisions of the Act of Assembly of the lemmonwealth of Pennsylvania of March 22d, 1901. There will be submitted for your approval at the innual meeting the necessary resolutions to this affect; and like resolutions will also be submitted covering the absorption of the York Haven and Rowenna Railroad and the Allegheny Valley Rail-

The York Haven and Rowenna Railroad is a fink about five and a half miles long in the freight line which is nearly completed from York Haven on the Northern Central Railway via Columbia to Gienloch on the Main Line, as hereinbefore fully explained. As it does not lie in one of the counties through which your road passes, and, therefore, could not be built under your branching powers, a separate charter had to be taken out for its construction until it could be absorbed as herein stated.

herein stated.

The Allegheny Valley Rallway forms the connection through its river and low grade divisions between your Main Line at Pittsburgh and the Philadelphia and Eric Railroad at Driftwood, and also furnishes through its line to Oil City and your Western New York and Pennsylvania Rallway a direct route to Buffalo, Rochester and other important trade centers. Its terminals at Pittsburgh are of great value, and its location along the Allegheny River makes tributary to it a territory aiready largely devoted to steel and other manufacturing industries, and one capable of increased development in the future.

As your Company is a guarantor upon its outstanding funded debt, and owns or controls more than three-fourths of all its stock, it is deemed to your interest to acquire the comparatively small amount held by outside parties and make the road an integral part of your Main Line.

The Board have to record with deep regret the

an integral part of your Main Line.

The Board have to record with deep regret the death of Mr. Sutherland M. Prevost, Third Vice President, on September 30th, 1905. Mr. Prevost's connection with lines embraced in your system had extended over a period of forty years, and since 1871 he had been continuously in your service, filling responsible positions in the operating department until February 10, 1897, when he was elected to the position which he held at the time of his death, and became the executive head of this traffic department and a member of your Roard. His exceptional ability, accurate judgment, and broad views on railway questions made him specially helpful in your relations with connecting lines, while he was always quick to stimulate. Account, and \$11,674,119.80 against the income of

By order o f the Board

Attest: LEWIS NEILSON, Secretary. A. J. CASSATT President.

STOCKHOLDERS CAN OBTAIN COPIES OF THE REPORT IN PAMPHLET FORM ON AND AFTER 6TH MARCH, 1906, BY ADDRESSING THE SECRETARY, OR BY PERSONAL APPLICA-TION AT HIS OFFICE, ROOM 271 BROAD STREET STATION, PHILADELPHIA.

# LANSTON MACHINES.

# Number in Use in G. P. O. and Class Ruling in Their Favor Despite Govof Work Done.

The Star is in receipt of a communication asking "how many Lanston typesetting machines there are in government printing office and what class of work they are doing?" The initial order was for twentyeight of these machines, of which eighteen were assigned to the Gazette division, and ten to the fifth division. The second order was for the installation of seventytwo Lanstons, making 100 of this type of machine at work on government printing. Thirty-six of these machines make up the battery in the fifth division, and they are doing straight and tabular work, according to the needs of the office, though whenever possible they are kept busy on the many large tabular statements contained in government publications. The setting of tables is a large item of expense to the office, but by the use of the Lanstons it is understood that a decided saving has resulted.

Forty-eight Lanstons have been assigned to the specification division, and are now hardling work which formerly required about 200 men and women. It is said that the machines are particularly adapted for this class of work, the narrow columns of matter frequently requiring that a letter be "spaced in" by hand to prevent running a long word into the next line. When the weekly issue of patents is small the operators are put on the regular run of copy of the office, the casting of separate letters enabling the printing of every variety of Judge Humphrey overruled this tabular or leadered matter, as well as that containing accented letters and other ex-traneous characters.

Although the exact figures are not avail-

able, it is understood the introduction of typesetting machines in the government printing office has proved to be a success. Much of the hitherto expensive work has been brought down to the price charged by the office for composition, and it is the expressed hope of typographic experts that the price par 1000 emg will be reduced when the price per 1,000 ems will be reduced when the big printery shall have accustomed itself to the changed conditions. Many of the employes are still dubious of the successful operation of the typesetting ma-chines, but it is said those having a knowledge of the cost of production are very well satisfied with the showing for the first year of the experiment.

# BODY RECOVERED.

#### Believed to Be That of Lighthouse Employe Drowned Last Fall.

The body of a white man about thirtyfive years of age was found floating in the Potomac near Liverpool Point wharf Thursday last by Mr. J. H. Dakman, the keeper of the wharf, and from the description of the body it is thought to be that of the sailor drowned from one of the lighthouse steamers some time during the early fall of last year. The body was dressed in a suit of canvas working clothes, such as is worn by the sailors in the lighthouse service, and the body in other particulars corresponds with that of the drowned sailor. It is understood the body was buried not far from where it was found, its condition preventing it from being kept any length of

The sailor fell overboard from one of the buoy tenders while employed in lowering a boat, and though the lighthouse authorities made extended search and inquiries along both sides of the river above and below the point where the man went overboard, no body answering the description of the man had ever been found until the one was picked up at Liverpool Point. It is thought the lighthouse authorities will take steps to have the body identified, and It is that of the drowned sailor, will give it proper burial.

### REFUSED TO PAY BILL. District Commisioners Disclaim Re-

# sponsibilty for Cave-In.

The District Commissioners yesterday refused to pay a bill for \$155.50 presented by the United States Express Company. It is claimed by the company that a cave-in of E street near New Jersey avenue northwest a few weeks ago did damage to one of their big automobile wagons to the amount asked for in their bill. The accident, it is claimed by the Com-

missioners, was caused by a defect in the street of such a hidden character that no responsibility could be attached to them. In a report by the engineer of highways, who investigated the case, it was stated that the caving in of the roadway under the weight of the automobile was due to a break in the water main, thereby causing the earth beneath to give away and leave the surface of the street without support.

### RELIEF OF THE JAPANESE. Recent Contributions by Residents of the District.

The American National Red Cross reports that at the close of business yesterday a total of \$27.868.79 had been contributed for the relief of the famine sufferers of Japan, of which amount \$25,000 had already been cabled to Japan for immediate work of relief. Of this sum the District of Columbia branch of the Red Cross collected \$315.75. The following contributions have been re-

the last publication of names:

THE PACKERS' HEARING.

ernment Protest. The direct examination of Special Agent Durand was finished in the packers' case admitting as evidence in the case the names of 200 witnesses which, the lawyers for the packers contended, had been turned over to the Department of Justice by Commissloner Garfield.

District Attorney Morrison fought hard against a ruling of the court directing him to furnish the names, and when it was finally made informed the court that he did not have them. The court then issued another order directing that the government make a search for the names and for all correspondence relating to them.

District Attorney Morrison asked permission to make an offer to prove certain facts by Special Agent Durand, and all of the attorneys gathered before the judge so that the jury could not hear what was contained in the offer. The offer was, in substance, that none of the information turned over to the Danathant of Legica was asked by the Danathant of Legica was asked permission. the Department of Justice was secured from the packers except that in one chapter of Commissioner Garfield's report, and that could have been obtained just as well from the bureau of animal industry.

Judge Humphrey overruled this offer, and

#### Isle of Pines Citizens' Petition. At a meeting of American residents of

the Isle of Pines, numbering 100 persons, held at Nueva Gerona on March 1, a committee was named to prepare a memorial to President Roosevelt and the Senate of the United States, demanding the appoint- exandria and laid up on the flats, where ment of an American governor for the isle pending action by the Senate and final disposition of the question of sovereignty over the island. A committee was also appointed to raise money with which to maintain Delegate Ryan in this city.

# For Foreign Missions.

Distinguished speakers appeared before the student volunteer convention to aid foreign missions at both its sessions in Nashville, Tenn., yesterday, and the eleven conference meetings held during the afternoon were also addressed by notables in the field of Christian labor. Last night, despite a storm of wind and rain, the auditorium Sir Henry Mortimer Durand, British ampassador in this city, was among the speak-

# Filed for Consideration.

Resolutions recently adopted by the Northeast Citizens' Association requesting the paving of 8th street northeast between Maryland avenue and H street were reourg road and the extension of Rhode Island avenue northeast.

When the resolutions were referred to Engineer Commissioner Biddle he said that the paving of 8th street would have to be done according to schedule and that the matter would be filed for consideration.

### For Japanese Relief Fund. The Evening Star acknowledges receipt

of \$2 contributed by S. S. Luttrell, M.D.; \$5 from Martha M. Holland and \$5 from C. A. Holland, to be added to the Japanese re-Hef fund.

#### Head of Firm Accused of Theft. Samuel O. Wallace, president of the

United Engineering and Foundry Company of Vandergrift, Pa., is under arrest in Chicago on a charge of having embezzled more proved. than \$20,000 belonging to the firm. The complaint in the case was made by R. W. Tener, secretary and treasurer of the company. A charge of conspiracy against Wallace is also made by Tener, and three other men said to have been indicted along with land county, Pa., are being sought. Wallace admitted his identity, but declined to discuss his case in any way.

Woman Employes of Home Poisoned. Thirty-five woman employes of the Ohio Soldiers and Sailors' Orphans' Home were suddenly taken sick after eating their dinner at Xenia, Ohio, Thursday. Supt. James L. Smith yesterday ordered an investigation, as it is claimed the food was poisoned by negligent cooking in copper vessels. The attending physicians say that nine of the

Appointment of A. J. Gibson.

The President has appointed E. J. Gibson, an editorial writer on the Boston Transcript, as assistant chief of the bureau of manufactures, Department of Commerce and Labor. The appointment was made at the request of Maj. John M. Carson, chief of the bureau, and himself a veteran in the ranks of the Washington correspondents. Mr. Gibson represented the Philadelphia Press for seventeen years as its Washington correspondent, but more recently associated himself with the Transcript. The position to which Mr. Gibson was appointed was created last Monday by a bill which passed through Congress, appropriating \$2,500 as ceived from residents of the District since nimself with the Transcript. The position to which Mr. Gibson was appointed was created last Monday by a bill which passed through Congress, appropriating \$2,500 as the annual compensation therefor. Maj. Carson showed that the work of his bureau had increased so during the past year that a competent assistant was absolutely neces-

# FIFTH ANNIVERSARY

# WORK OF PROBATION DEPARTS MENT UNDER DISTRICT.

Today marks the fifth anniversary of the caseage of the law providing for probation work in the District of Columbia. March 2 1901, the enactment of Congress providing for a probation officer to handle juvenile offenders in the District became a law, and March 11 following the actual work we begun. Since that time the work has been increasing and the system is now regarded as one of the best ways of dealing with juvenile offenders—boys and girls under seventeen years—who may be found guilty of small offenses against the law.

President October 10th, 1905; also on the same date Mr. John B. Thayer was elected Fourth Vice President.

Your Board have also to record the death on February 19th, 1908, of Mr. John C. Wilson, your former Real Estate Agent, who had been retired May 1, 1902, under the operations of the Pension Department, after thirty-nine years of honorable and efficient service.

Mr. Robert W. Downing, Compiroller, having after thirty-three years of honorable and efficient service.

Mr. Robert W. Downing, Compiroller, having after thirty-three years of honorable and faithful service, been retired under the operations of the Pension Department, Mr. Max Riebenack was, on February 1st, 1905, promoted to fill the vacancy. Under an amendment of the organization, taking effect March 1st, Mr. Edward A. Stockton was appointed Assistant to Compiroller, Mr. Samuel Anderson, Auditor, and Mr. John S. Domaidson, Assistant Auditor of Miscellaneous Receipts and Accounts; Mr. Jefferson Justice, Auditor, and Mr. H. C. McKeever, Assistant Auditor of Merchandise Freight Receipts; Mr. George B. Rudduck, Assistant Auditor of Disbursements; Mr. Matthias Homer, Assistant Auditor of Passenger Recelpts; and Mr. John F. Reynolds, Auditor of Empire Line, vice Mr. F. M. Bissell assigned to other duties, Mr. E. B. Hunt was appointed Assistant Superintendent of the Voluntary Relief Department, vice Mr. Homer promoted; and Mr. Daniel C. Stewart, Superintendent of Telegraph, vice Mr. Keiser transferred.

Mr. Louis H. Barker, having been assigned to other duties, Mr. A. C. Shand was appointed Assistant Chief Engineer, taking effect April 1st, and Mr. L. R. Zollinger, Engineer of Maintenance of Way, vice Mr. Shand, promoted.

Under further amendments to the organization, Mr. Robert H. Large was appointed Coal Freight Agent, taking effect February 15th, 1905; Mr. Thomas W. Hulme an additional Assistant Registrar of Bonds, located in Philadelphia; Mr. Henry C. Lawser, Assistant Casher; Mr. Montgomery Smith, an additional Assistant Purchasing Agent, and Mr. Geo In the five years that the probation work has been going on in the District 1.373 persons have been put on probation, and of those 1,125 served their terms of six months those 1,125 served their terms of six months or longer. The others either paid fines of were placed in some institution where they were not under the supervision of the probation officer. The value of this work is shown by some figures which have been compiled by the present probation officer. Zed H. Copp. He says the records show that St. per cert of the boys on probation. that 85 per cent of the boys on probation never return to the court for a second offense, and of the boys on probation 90 per cent faithfully serve probation terms, carrying out the few simple rules which the probation officer enforces.

The cost of probation work in the District is very small, Mr. Clapp says, and is economically good for the government. It is estimated that each boy or girl in the reform schools costs the government \$104. At the Hart farm the cost of maintaining sixty boys by the government is \$200 each. The placing of the juveniles on probation, instead of sending them to the reform instead of sending them to the reform school, it is estimated, has saved \$111,689. If all had been placed at the Hart farm the total cost, it is claimed, would have been \$224,800. Besides this, it is found from the records that the average wages of boys is \$1.85 per week. On this basis the wages of those on probation in the five years would amount to about \$117,640. This is regarded as an important consideration in regarded as an important consideration in favor of probation for boys. The total cost of probation up to the present has been

# Recommendations Accepted.

In the five years that the probation work has been going on there have been three probation officers. John W. Douglass, agent of the board of children's guardians, was the first. He was soon succeeded by Philip B. Whelpley. July 15, 1902, Zed H. Durand was finished in the packers case at Chicago yesterday and the cross-examination was begun. Early in the day the attorneys in the case engaged in a sharp argument regarding the propriety of admitting as avidence in the case in the case of the propriety of admitting as a vidence in the case in the ca After a boy is committed to the care of

the probation officer for a certain period, usually six months or a year, he is registered at the office at once. He must then follow certain rules. He must not repeat the offense he was charged with; he must attend divine service Sunday; must either work or go to school, and must report to the probation officer twice a month, the first Sunday of the month for an address to all boys of his class and on the 15th of the month for a heart-to-heart talk privately with the probation officer. The boy is allowed to remain at home, but he is carefully watched by the officer through visits to the home and in other ways. An important feature of the probation offi-

cer's work is to investigate the cases be-fore they come to trial in the Juvenile Court, to learn the previous record, if any, of the boy or girl charged; to find out his or her surroundings and environment by actual visits to the home and to investi-gate in other ways, to enable him to recommend what is best for the juvenile to make him a good citizen.

## **NEWS ITEMS GATHERED** ON THE RIVER FRONT

The hull of the old ferry steamer Columbia, which was burned while lying in her dock here about two years ago, has been taken to a point on the river opposite Alshe is out of harm's way. The old boat was moved to make room for the new house of the Corinthian Boat Club, which, as has been stated, is to be built at the foot of N street southwest within the next few months. It is understood that the hull of the Columbia is to be converted into a houseboat for pleasure purposes by

Washington parties. Arrived: Schooner Medford, laden with phosphate rock from Florida, at Alexandria; schooners Bessie Reed, Elenora Russell, William H. Bixler and C. W. Kimbell, oysters from Potomac beds; schooner James A. Garfield, cord wood, from a river point; steam barge E. James Tull, cord wood from Aquia creek; tug William H. Yerkes, ir., with a tow from the lower

Potomac. Sailed: Schooner Lottie Carter, light for river points, to load for this city; schooner Loon, fertilizer for Pinner's Point, Va., for shipment to North Carolina points; barge Mary S. Brady, light for Baltimore, to load coal for this city; schooner Q. H. Quinby, glass bottles from Alexandria for

Norfolk. Memoranda: Schooner Quinby has been ceived by the Commissioners yesterday. Chartered to load lumber at Norfolk for the association also indorsed the Senate bills providing for the widening of Bladens- ber at a river point for this port; the schooner Arizona is loading in lower Machodoc creek for this port; schooner Martha Avery has sailed from Nomint creek with a cargo of pine lumber for dealers here; schooner Walter P. Snow will complete the loading of a cargo of street sweepings today and will sall for Coan

The big schooner Medford, which arrived at Alexandria yesterday with a cargo of phosphate rock aboard, will, as soon as she completes the unloading of her cargo, sall for Baltimore, from which port she has been chartered to load a cargo of soft coal for Boston or Portland at \$1.05 per

The pile-driving machines of Carter & Clark are at the wharf foot of 10th street southwest being overhauled and put in or-der to start work within the next few days upon several of the wharves of this city, which are to be greatly enlarged and im-The lighters Farmers' Friend and Lily of

the West, belonging to Capt. William Sisson, are being given a general overhauling at the Alexandria shipyard.

The work of overhauling the steamer Wakefield is being pushed in order to have her ready for service at the earliest possible time to relieve the steamer Harry Randall on the lower river route. The latfor her spring overhauling.

# STATE CLUB FORMED.

#### North Carolinians Unite in Organization for Social Purposes. Last Wednesday night witnessed the or-

ganization of the first state club at George Washington University hall. Realizing the necessity for a permanent society of North Carolinians in the city, a large and enthu-